क्वाएंट 5 परसेंट भी अलग कर पाए तो कम से कम हम अपनी आवश्यकता पूरा कर लेंगे । उसके लिए हम प्रयत्नशील हैं और वह निर्भर करेगा कि एटामिक एनर्जी कमीशन क्या राय देता है ।

श्री सुरेन्द्रजीत सिंह अहलूवालिया : सभापति महोदय, खुराघाट के इंटरनेशनल इंटरलेशन में कुछ वहां के लोकल ट्राइबल लोगों ने जो बाधाएं उत्पन्न करने की कोशिश की है और कहा है कि यह राज्य की सम्पत्ति है, इसे आयल एंड नेच्युरल गैस कमीशन की तरफ से नहीं निकाला जा सकता और इसकी रायल्टी स्टेट में बढ़ाई जाए ऐसे विचार उन्होंने रखे हैं और बाधाएं उत्पन्न कर रहे हैं, उसके बारे में पैट्रोलियम विभाग ने क्या सोचा है ?

श्री ब्रह्म दत्त : इसके बारे में तो हम लोगों ने असम गवर्नमेंट से बात की है । ऐसी कोई बड़ी भारी बाधा इस इलाके में नहीं है । कुछ इलाके में बाधा है । वहां वह कहते हैं कि बाहर नहीं जानी चाहिए, यहीं होनी चाहिए । यह तेल और प्राकृतिक गैस राष्ट्रीय सम्पत्ति है यह हम उनको समझाने की कोशिश कर रहे हैं लेकिन मैं नहीं समझता कि ऐसी कोई बड़ी कठिनाई हमारे सामने है । समझा-बुझा कर काम कर रहे हैं।

श्री शंकर सिंह वाघेला : लाखों रुपये की गैस जलाई जाती है । क्या आपके पास एल०पी०जी० में कन्वर्ट करने के साधन उपलब्ध हैं ? दूसरा भाग मेरे प्रश्न का यह है कि गान्धार गुजरात में ऐसी वैभवशाली गैस प्राप्त हुई है तो क्या राज्य सरकार से कोई प्रस्ताव आपके पास आया है जिसमें गैस लिक्विफैक्शन के बारे में हो ? कितने प्रस्ताव आये हैं और आपने कितने मान्य किये हैं ?

श्री ब्रह्म दत्त : मान्यवर, गैस जलाये जाने की बात इसलिए उठती है क्योंकि वहां पर हमारे पास इन्फ्रास्ट्रक्चर नहीं होता, उपभोक्ता नहीं होता । ऐसे कुछ रिमोट एरियाज हैं । गान्धार का जो हमारा क्षेत्र है वह बहुत प्रोमिसिंग है । गान्धार तेल के डवलपमेंट के लिए हमने पूरी योजना बनाई है । राज्य सरकार से भी हमने प्रस्ताव मांगे हैं उसके उपयोग के लिए । विवरण तो मैं आपको अलग से उपलब्ध करा दूंगा इस समय मेरे पास नहीं है । जैसे हो उसका विकास होगा हम वहां की आवश्यकताएं पूरी करेंगे लेकिन बहुत अच्छा क्षेत्र वह है ऐसा मैं मानता हूं ।

Steep rise in the prices of passenger motor vehicles

*183. SHRI VISHWASRAO RAMRAO PATIL:
SHRI A. G. KULKARNI:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Government are aware of the steep rise in prcies of passenger motor vehicles and the reluctance of car manufactures to indigenise so as to lower the prices; and

(b) what is the import percentage in terms of cost by M/s. Premier Motors, M/s. Standard Motors and the Maruti Udyog Limited in relation to the ex-factory cost price of the vehicles manufactured by these companies?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNACHALAM): (a) and (b) A Statement is laid on the Table of the House.

Statement

(a) Government are aware of the increase in prices effected by passenger car manufacturers from time to time. The increase in prices has reportedly been on account of rise in input costs and changes in the rate of fiscal levies. The indigenisation of passenger cars has proceeded by and large according to approved Phased Manufacturing Programme (PMP).

(b) The import content, as approved for the current phase, in the vehicles being manufactured under Phased Manufacturing Programme by Maruti Udyog Limited, Premier Automobiles Limited

and M/s. Standard Motor Products of India Limited, is as under:—

Model	Import content
	(cif to cif basis)
(i) Maruti car	19.30%
(ii) OMNI	23.23%
(iii) Gypsy	47.22%
(iv) Premier 118 NE cars	(a) Engine Transmission: 32%
	(b) Body components: 2.31% (cif to ex-factory basis)
(v) Standard 2000 cars	22.62% (cif to cif basis)

Note: M/s. Standard Motor Products of India Limited are currently not producing passenger cars.

SHRI A. G. KULKARNI : Sir, part (a) of the question is whether there is an increase in prices reportedly due to rise in input costs, particularly the rise in yen price against the rupee price. In this connection, I want to know the total outgo per year from Maruti and Premier to foreign countries for components. That is the first point. Then come technology and other consultancy services. I want to know whether the road safety of these cars has been recently tested again as there are reports about the Gypsy and such cars being accident-prone. If so, what steps has the Government taken ? In this connection, I also want to know what the percentage of indigenisation as mentioned earlier in respect of the new model 1000 cc which you are introducing, will be.

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): Sir, the increase in costs is for the following reasons. Firstly, the increase in the administered prices of steel ranging from 10 to 20 per cent consequent to the increase in the cost of alloy steels. Secondly, the increase in castings due to increase in the cost of pig iron and scrap and ferro silicon. Thirdly, the increase in the cost of forging steel. Fourthly, significant and abnormal cost increase in non-ferrous items like aluminium and copper etc. Fifthly, high cost of imported items due to declining rupee value and resultant higher duty. Also, increase in the conversion cost allowed to their component manufacturers. The foreign currency value has gone up. Yen prices have gone up and... (*Interruptions*).

SHRI A. G. KULKARNI : What is the total outgo ?

SHRI J. VENGAL RAO : We have given here in the written answer. Maruti Car—19.3 per cent; Omni—23.23 per cent.

SHRI A. G KULKARNI : Import content I want in Yen or Dollar the total outgo for Maruti and Premier per year and on technology.

MR. CHAIRMAN : How much foreign exchange is being paid ?

SHRI J. VENGAL RAO : Sir, the percentage of import content...

SHRI A. G. KULKARNI : No percentage.

SHRI J. VENGAL RAO : What do you want ?

MR. CHAIRMAN : He wants the quantum.

SHRI A. G. KULKARNI : Sir, please explain to him.

श्री सभापति : वे जानना चाहते हैं कि कितना फारन एक्सचेंज दिया जा रहा है ? कितना फारन एक्सचेंज लग रहा है ?

SHRI J. VENGAL RAO : You want the import content or you want the foreign exchange ?

श्री सभापति : वह जानना चाहते हैं कि जो बाहर से आता है उसमें कितना फारन एक्सचेंज लगता है ?

SHRI J. VENGAL RAO : Sir, I will collect and send the information to him.

MR. CHAIRMAN : He requires notice for this.

SHRI A. G. KULKARNI : Sir, I want to know... (*Interruptions*)...

SHRI SUBRAMANIAN SWAMY : Sir, when it is indicated in the reply, why does he want notice? It is a part of the question.

SHRI A. G. KULKARNI: Sir, I am satisfied. He is going to supply me in writing. That is good. I have no objection.

SHRI J. VENGAL RAO : I will supply you in writing.

SHRI E. BALANANDAN : Sir, we want an answer. Notice has been given to him. We want to know the answer. It is not a matter between him and the Minister only. We also want to know the answer... (*Interruptions*)

SHRI A. G. KULKARNI : Then it is between you and the Minister.

MR. CHAIRMAN : All right. It will be laid on the Table.

SHRI A. G. KULKARNI : Sir, in my first supplementary, I had mentioned about the road safety aspect of these cars and I had asked whether any survey has been made by the Industry Department or the Vehicles Research Depot at Ahmadnagar with regard to the safety aspect of these cars since there are various objections raised by the Consumer Protection Group.

MR. CHAIRMAN : You are putting both supplementaries together ?

SHRI A. G. KULKARNI : To my first supplementary he replied and I am satisfied and there is no problem except that on the road safety aspect he will reply now.

I now come to my second supplementary. At present, the number of cars manufactured by the Maruti Udyog is about 1.15 lakh and with regard to the Premier cars, I have no informaion and I do not know how many thousands or lakhs of these cars are being manufactured. In this connection, I would like to know whether the price of the new Maruti car of 1000 cc which they are going to manufacture will be brought down because of the capacity being increased. Similarly, in the case of the Premier cars also, which is one of the good cars, I would like to know whether the price of this car, which has now reached the figure of two lakhs, will be brought down by increasing its capacity further.

SHRI J. VENGAL RAO : Sir, only one car we produce, that is, Maruti. The other is in the private sector and there is no statutory control on the prices of these cars. It depends on the value of the foreign currency and the cost of inputs. We have no authority to control the prices.

SHRI A. G. KULKARNI : What about Maruti also ? Maruti is under your control. By increasing the capacity you have gone up to two lakhs. I would like to know whether the prices will be kept down.

SHRI J. VENGAL RAO : Sir, Maruti prices have gone up due to various factors.

SHRI A. G. KULKARNI: That I know.

SHRI J. VENGAL RAO : You kindly hear me first.

SHRI A. G. KULKARNI: O. K.

SHRI J. VENGAL RAO : Actually, the licensed capacity is one lakh cars and this year we are producing 1,15,000 cars.

MR. CHAIRMAN : You have increased it ?

SHRI J. VENGAL RAO : Yes, we have increased it. The price has gone up really

because of the rise in excise duty, Rs. 19,800/- this is on excise duty alone—rise in foreign exchange fluctuations, Rs. 6,645/-, increase in import duties, Rs. 4,900/- increase due to change of model, Rs. 2,200/- increase in the addition of sterning lock, Rs. 450/-, increase in the cost of steel sheets, Rs. 1860/-, and increase due to other factors Rs. 3155/- and all these come to about Rs. 39010/- and this gets added up to the cost.

श्री विश्वाराव रामराव पाटिल : श्रीमन्, मंत्री महोदय ने साफ जवाब नहीं दिया है । प्राइवेट कारों के बारे में तो वह नहीं बोलेंगे, लेकिन जो कार वे बना रहे हैं उसके बारे में हर बार आश्वासन दिया जाता है लेकिन फिर भी उसकी कीमतें बढ़ती जा रही हैं । उन्होंने एक्सक्लूजन की और दूसरी लिस्ट बताई है । उसमें कोई इंडिजिनस चीज बन जायेगी तो उसकी कीमत कम हो जाती है । लेकिन उसके बारे में उन्होंने कुछ नहीं बताया है और कार की जो कास्ट है वह कम से कम किस कास्ट पर दी जाएगी ?

SHRI J. VENGAL RAO: That is why we are emphasising on indigenisation. Because of dependence on foreign exchange, its price has gone up.

I have forgotten to answer one thing about Mr. Kulkarni's question. It is about 1,000 c.c. cars. We have not yet started manufacture of that type of car. When we start manufacture of that car, we will start it with 70 per cent indigenisation.

SHRI GHULAM RASOOL MATTO: I would like to ask the hon. Minister that in the case of Gipsy, the import content is as high as 47.8 per cent and in the case of Maruti cars it is 19.30 per cent. I would like to ask him by what date does he expect complete indigenisation of these two Maruti cars?

SHRI J. VENGAL RAO: I think it will take another three to four years, It is because we are not getting quality components here. We are importing the components even now. Since the value of yen has gone up, it has created all the trouble.

SHRI GHULAM RASOOL MATTO: My question has not been answered. I know why they are importing 19.30 per cent of foreign components. It is in his reply, but my point is, when does he expect to completely indigenise it?

SHRI J. VENGAL RAO: I have said it will take three to four years.

SHRI SUBRAMANIAN SWAMY: How can he commit a successor Government which is bound to come, Sir?

SHRI N. K. P. SALVE: The prices of cars in India can only be described as unconscionable. What is more unconscionable is that despite its existing state of technological advancement, we have not been able to indigenise the entire components of our vehicles and critical items, I believe, are still being imported. I am not willing to accept that India does not have the requisite technology, because I drove the Tata automobile the other day in Bombay. It is a magnificent car developed entirely indigenously. Manufacturers want to exercise soft options. They import critical components and make profit out of it. That is a very unfortunate state of affairs. May I know from the hon. Minister, therefore, whether he would explore the possibility of getting manufactured an entirely indigenous, a truly people's car for Rs. 50,000. Otherwise it will never be a truly people's car. Even with Rs. 50,000 how many people can buy one? Secondly, why would it take three to four years, when in India there is technology available for substituting imports?

SHRI J. VENGAL RAO: As the hon. Member has said about the Tata Automobiles, it is one hundred per cent indigenous and they are doing very good work, because... (*Interruptions*)

MR. CHAIRMAN: Are you not permitting them to import anything?

SHRI J. VENGAL RAO: We are not permitting them to import.

MR. CHAIRMAN: He says no parts are imported.

SHRI N. K. P. SALVE: That is what I said myself. That is a hundred per

cent indigenous car and it is as good as the best. But they are not allowing the Tata Automobiles to manufacture cars.

SHRI J. VENGAL RAO: It is not a car, Sir. (*Interruptions*)

MR. CHAIRMAN: He says that Tatas are able to manufacture their vehicles without any import. They want to produce car. Why are you not permitting it? आप इसकी इजाजत क्यों नहीं दे रहें हैं ? अगर वे बिना इम्पोर्ट के कार बनाना चाहते हैं तो उनको इसकी इजाजत आप क्यों नहीं दे रहें है, वे यह पूछ रहें हैं ।

SHRI J. VENGAL RAO: Their application is pending before the Government.

SHRI SUKUMAL SEN: Sir, they want Jawahar Car Yojna during election. A car for everybody.

श्री मोहम्मद अमीन : जवाहर कार योजना हम लोग चाहते हैं ।

SHRI DIPEN GHOSH: I want Salve to be Chairman of that Yojna, because he has suggested indigenous car for Rs. 50,000.

MR. CHAIRMAN: He didn't say this.

SHRI N. K. P. SALVE: I maintain that it is possible to produce a car at Rs. 50,000. Of course, I am not talking of the excise etc. The levy of excise, I submit, is very indiscriminate, but production of car at Rs. 50,000 with indigenous technology, I maintain, is possible.

SHRI SUBRAMANIAN SWAMY: Why not refer this matter to the CAG to find out whether this can be done?

SHRI J. VENGAL RAO: There are twentyone applications, including that of Tatas, pending before the Government for consideration for the manufacture of new cars.

MR. CHAIRMAN: Anyway, give preference to those who will not import.

SHRI J. VENGAL RAO: We are not allowing anybody to import.

About Mr. Salve's question of people's car at Rs. 50,000, he is the Chairman of the Finance Commission. If he advises the Finance Ministry to remove the excise duty, I can supply the car at Rs. 60,000.

Price preference to public sector undertakings

*184. DR. G. VIJAYA MOHAN REDDY: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that according to the guidelines issued by the Bureau of Public Enterprises, a price preference upto 10 per cent is allowed to the public sector undertakings as compared to the lowest bidder in official tender floated locally; and

(b) whether there has been a breach of this policy or change in Government stand in this regard; and if so, what are the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) Yes, Sir.

(b) No, Sir.

DR. G. VIJAYA MOHAN REDDY: Sir, facts are otherwise. In the Government compilation itself, it has been shown that no price preference is being given and from public stctor company to public sector company also price preference is not being given as has been said by SAIL to EIL. The issue regarding price preference to public sector undertakings has been examined and it has been decided that no price preference need be given to public sector undertakings while evaluating their tender. In the light of these facts, Government compilation and the opinions of the public sector companies, what will be the factual reply of the Minister? Will...

SHRI J. VENGAL RAO: Ten per cent price preference we are still continuing.

DR. G. VIJAYA MOHAN REDDY: It is not continuing.

SHRI J. VENGAL RAO: That is there, Sir.